



GROUP INSTRUCTION FOR FIELD MEN APPROVED BY COMMISSIONER MILLER

Program Scheduled to Start on March 3 Under Tutelage Of Department Engineers

A program of group instruction in several branches of highway engineering will be inaugurated simultaneously in Newark, Trenton and Camden on Monday, March 3. The lectures, which will be conducted by engineers of the Department, will continue for three days and are designed to better acquaint employees of the Construction and Survey and Plans Divisions with the latest developments in many phases of highway engineering.

Upon receiving the endorsement of Commissioner Miller and State Highway Engineer Noble, details of the program were worked out by Special Engineer Julius J. Newmark. Chairmen were appointed in the three areas as follows: Howard Rigby, Newark; Carl Teegen, Trenton; and Harry Marvin, Camden.

Present plans call for holding the northern division meetings in the Newark College of Engineering, the central division meetings in the Veterans' Room in the War Memorial Building in Trenton, and those in the Camden area in the department office at Woodlynne unless a better location is found.

Classes will be divided into morning and afternoon sessions. The morning periods will run from 9:30 a. m. to 12:30 p. m. and from 2:00 p. m. to 5:00 p. m. The following is a list of subjects to be discussed and the men who will be in charge of the discussions.

I. Specifications, Review of Plans and Preparing Projects for Contracts (Cyril Wimpenny, Office Engineer); II. Geometric Highway Design Standards (Ralph Fisher, Engineer of Design); III. Soils and Highway Foundations (Allen C. Ely, Dist. Engineer of Soils); IV. Current Concrete Pavement Design and Related Research (William VanBremen, Engineer of Special Assignments); V. Drainage and Drainage Structures (William Pfister, Acting Drainage Engineer); VI. Highway Traffic Analysis, Planning and Economics (Wesley R. Bellis, Engineer in Charge, Bureau of P. & E.); VII. Work and Scope of State-wide Planning Survey (Vincent Berteick, Engineer in Charge, P. & E.).

The following schedule has been set up for the three days' program:

Schedule for Monday, March 3

NEWARK:

9:30 a. m. to 12:30 p. m. (III)
2:00 p. m. to 5:00 p. m. (IV)

TRENTON:

9:30 a. m. to 12:30 p. m. (I)
2:00 p. m. to 5:00 p. m. (II)

CAMDEN:

9:30 a. m. to 12:30 p. m. (V)
2:00 p. m. to 3:30 p. m. (VI)
3:30 p. m. to 5:00 p. m. (VII)

Schedule for Tuesday, March 4

NEWARK:

9:30 a. m. to 11:00 a. m. (VI)
11:00 a. m. to 12:30 p. m. (VII)
2:00 p. m. to 5:00 p. m. (V)

TRENTON:

9:30 a. m. to 12:30 p. m. (III)
2:00 p. m. to 5:00 p. m. (IV)

CAMDEN:

9:30 a. m. to 12:30 p. m. (I)
2:00 p. m. to 5:00 p. m. (II)

Schedule for Wednesday, March 5

NEWARK:

9:30 a. m. to 12:30 p. m. (I)
2:00 p. m. to 5:00 p. m. (II)

TRENTON:

9:30 a. m. to 12:30 p. m. (V)
2:00 p. m. to 3:30 p. m. (VI)
3:30 p. m. to 5:00 p. m. (VII)

CAMDEN:

9:30 a. m. to 12:30 p. m. (III)
2:00 p. m. to 5:00 p. m. (IV)

It will be necessary to limit attendance to these discussion groups and the choice of eligibles has been left to division and district heads. Every effort will be made, however, to have as many employees present as is consistent

Commissioner's Epistle

In the conclusion of Governor Driscoll's statesmanlike Inaugural Address, which was delivered to the joint session of the Legislature on January 21, 1947, there appears this paragraph:

"If I were to be asked our watch-word for the next three years, it will be found in a single word—work. If asked to amplify, I would add the words "intelligent" and "productive." Intelligent productive work, for all of us—those on the farm, in the shops, in our industries and offices, and particularly for those of us in government, there is imposed the duty to ourselves and our posterity to work intelligently and productively."

Intelligent Productive Work. No emphasis could be more appropriate at this time for the Nation as we return to the more normal days of peace. And no emphasis could be more appropriately directed to all of us who are in the State service. For the tasks ahead will require the productive work of each one of us. The public expectation of State employees is even greater than private employees because they can observe their conduct and appraise their efforts. It is the desire and intention on the part of every conscientious State employee to so work that his service intelligently planned will be productive of good for the whole people.

While work has been described as the common denominator of civilization, the way in which people look at work is vital. The early Greeks regarded work as only fit for slaves and thus condoned slavery. This attitude also characterized much of early Roman civilization. Following the Christian era work came to be regarded as worthy of the dignity of man. His dignity was the focus of the Hebrew Christian Ethic.

A man's vocation is more than a means of livelihood, it is vital to the development of his character. The more a man finds satisfaction in his work the less he considers it drudgery and the more he considers it joy—"the breath of his nostrils." Said Thomas A. Edison, the centennial of whose birth we celebrated on February 11, "I have never worked a day in my life." His work was all a great adventure. Yet this most industrious of all men, this peer of all inventions was one of the greatest benefactors of mankind. We may not all be able to make of our work the adventure of an Edison, but we can give our best to our job. Thereby we shall best serve our State.

Spencer Miller, Jr.
State Highway Commissioner

A NEW AID TO MOTORISTS



The sign bridge shown in the above rendering is one of several such structures which will be erected on Route 25 at Newark for advance warnings to motorists. Due to the 15-inch letters and twenty-foot of road clearance, these signs can be read at 750 feet. At night the letters will be neon illuminated. The bridge itself is of structural steel and is supported on foundations of reinforced concrete on piles. Not shown in the picture is a guardrail protection which will be placed around each bridge.

Bridge Div. Dinner Set for March 10 At Robert Treat

Employee Organization to Play Host to Record Gathering

Big things are in store for those who attend the 16th Annual Dinner of the Bridge Division Club on the evening of March 10th. Each year this affair gets bigger and better and according to advance reports from the Committee, the 1947 dinner will set a new high in both entertainment and attendance. Provision is being made to accommodate 650 guests.

Chairman



W. H. SPENCER

Besides Highway Department employees, large numbers of engineers, contractors, material and equipment representatives from New Jersey, New York, Pennsylvania and Maryland will be on hand.

State Highway Commissioner Spencer Miller, Jr., will be the guest of honor and will deliver the principal address. It is understood that his subject will be the 1947 Highway construction program with particular emphasis on Freeways and Parkways. Commander Charles M. Noble, State Highway Engineer, is also scheduled to deliver a brief address, while Bridge Engineer Morris Goodkind, as host on this occasion, will say a few words of welcome. All speakers will be presented by club president George A. Heffernan. Other guests will include Alexander P. Gray, executive assistant to the highway commissioner; A. Lee Grover, chief clerk and secretary, and Eugene V. Connett.

Arrangements for this annual dinner are under the direction of a committee composed of Wilbur H. Spencer, chairman, J. J. Koffler, Loren Shortz, A. P. Gabrenas, A. J. Lichtenberg, John F. Evans, Jr., and Sven Hedin.

The officers of the Bridge Division Club are: George A. Heffernan, president; Curtis D. Weller, 1st vice-president; Marcell Ludasy, 2nd vice-president; J. F. Evans, Jr., secretary; Robert E. Simon, treasurer; and A. P. Gabrenas, asst. treasurer.

"V" FOR VEGETABLE

If you want to help lick the high cost of living, why not grow your own vegetables at Fernwood. This garden tract is getting better each year and is once more available to employees. Contact Robert Green, Landscape Supervisor at 148 W. State Street.

Remember, as in other years, it will be a question of the early bird getting the worm. So, to play safe and assure yourself of a good plot, write in immediately.

THE HIGHWAY

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PARKWAYS AND HISTORIC SITES

One of the many beneficial results of Parkway development came in sharp focus recently when Governor Driscoll informed Commissioner Miller of his unqualified approval for the construction of a Parkway link to the Thomas A. Edison Memorial at Menlo Park. "It is fitting," Governor Driscoll said, "that the additional State tribute to the genius of this leading benefactor of humanity be authorized upon this day which marks the one hundredth anniversary of his birth. The invention of the electric light at Menlo Park will remain forever the focal point in the innumerable inventions this inspired man gave to the world. . . . The proposed direct accessibility to the park land now owned by the State at the Edison Light will provide an enhanced historical feature. The area offers itself for expansion. Recreational features consistent in design will undoubtedly make of primary importance a visit to this Edison shrine—not only for New Jersey residents but for the millions of guests from other states who find recreation and relaxation within our borders."

Menlo Park is but one of a score or more of the historic sites of which New Jersey is so justly proud. The construction of Parkways will serve to better acquaint the motorists of our State and others with the heritage that is theirs by offering them every inducement to travel farther afield on roadways where safety and aesthetic treatment are an integral part. Development of these sites for the recreation of our millions of citizens will be direct result of adequate and pleasant accessibility.

MODERNIZED ROUTE 25



This view of Route 25 looking south from the Carnegie Ave. overpass shows how this vital traffic artery has been modernized. To the left of the center island are the northbound through traffic lanes and the northbound burden traffic lanes. To the right are the southbound roadways, while on the extreme right is the local marginal service road. The through traffic lanes had not been open when this photo was taken.

ELECTRICAL FLASHES

D. J. HENDERSON

The members of the Electrical Division extend to William McCadell, of the Rancocas Creek Bridge, their sincerest condolences upon the loss of his wife.

Oscar Sampson, operator on the Little Ferry Bridge, is having trouble with steamships. He plans to visit his parents in Sweden but finds it will take several months to obtain passage. Both parents are over eighty years of age.

We take this opportunity to welcome to the Division Wilfred Rooney, at the Little Ferry Bridge; George Craft, Rutherford Avenue Bridge; Patrick Grimley and Robert Delaney, Cheesequake Creek Bridge.

Glad to see William Brady, Assistant Chief on the Wittipenn Bridge, returned to work after an extended illness.

Frank Walling, probably the only man in the Department who has sailed around the Horn as a seaman on a four masted schooner, is preparing as usual to take his vacation at shad fishing time. Frank makes his own nets. He is eighty-three and going strong.

We extend our sympathy to the family of Lorentz Archer, who died on January 31; to Arthur Cadell, on the death of his brother, Frank, January 29, in Irvington; and to Edwin Ranson whose mother-in-law died recently at Belmar.

Charlie Smith is the proud father of a baby girl, Sandra Lynn, born February 1. Mother and daughter are doing fine.

Joe Hunt and Ed Downs pick up another birthday this month. Many happy returns!

Welcome additions to the office staff are Marion Forrester and Louise Santasiero.

Never mind the income taxes. Just worry about the income.

SURVEY and PLANS

FRED C. CLAUS

LEWIS STREET OFFICE

Joe Cunningham

Word has just been received that Mrs. Carl Teegen is in Mercer Hospital suffering from a broken leg. The accident occurred while Carl was repairing his overhead garage door. The wind blew the door down causing it to fall on her leg. A double break was sustained between the ankle and knee. We all hope that a very satisfactory recovery will be made.

We welcome three men transferred to us from Woodlyne Office. They are James W. Kruck, Joseph Minnick and William A. Reese, also two new employees, Harold Updike and G. A. Woodruff.

Marvin W. Howell has returned to Plans and Survey following about four years with the Maintenance Division.

Some fellows get all the breaks, for example, Carl Teegen's new Dodge came through one week, and the State furnished him with a new Ford the following week.

Russ Parker will leave for Panama on or about March 3rd via the Navy Reserve.

Carl Slemmer became quite excited upon finding that he had so much income tax to pay, but later discovered that he had used a 1944 schedule to compute it.

The Rev. James M. Fogg, son of Clarence Fogg of this office, lost everything in a disastrous fire which destroyed his home in Townsend, Va., on February 4, 1947.

Professor Seffrin, who divides his time between design at Lewis Street and pedagogy, reports that his students are making good progress. Set teaches highway math to the "trainees."

CRAWFORD

James V Hyde

To all of you throughout the Department who by your cooperation have aided us in converting this office from an empty hall to a well equipped and going concern, we extend both a vote of thanks and an invitation to drop in and say hello if you happen to be in the neighborhood.

A son, Jeffery, was born to Mr. and Mrs. Robert Rice of Hackettstown, on January 19, 1947. This is their third child, there being two other boys.

Colonel Walter L. Braybrooke reports that he now knows why Ray "Bing" Callahan spends so many evenings working alone in his basement workshop. So do we, Colonel! We, too, have heard Ray's vocal "talents."

Mike "Master Plumber" Ritchie tells us that he finally has his furnace back in operation. Now we can all relax. By the way, Mike, have you been working on the furnace here at the office also?

A cordial welcome from our office force to Theodore Chamberlain and Henry Klubenspies who came with the Department as of February 3, 1947, and to Paul Geiser and Sam Rankin, both formerly with the Bridge Division, who have been temporarily assigned to this office. We also regret the resignation of William Kelly for the purpose of attending college.

We wish to correct an article appearing in last month's column in which we stated that William Beck was recently married. Bill tells us that while serving in the Army he met and married an English lass who only recently arrived in this country after one of those "smooth sailing" winter trips across the North Atlantic.

NEWARK

Ralph Perry

The snappy new pigskin brief case that Neil MacDougal is sporting since embarking on his new duties was a token of esteem from his former co-workers in the Newark Office.

The unseasonable spring weather in January made the "ice-box" of the State seem like Florida to Harry Stover.

Andrew Byrne is still wrestling with the books in the Union

County Court House. In fact, he did not realize there were so many 'good deeds' recorded.

Carl Borton has been spending the past two months out in Montana on his mother's ranch. We suspect Carl makes quite a rancher.

We hear that A. M. Patterson, who has been in Florida a just months for his health, has just undergone a serious operation. The boys in the Newark Office wish him well and many more years of health.

Our sincerest sympathy is extended to Harry Gornitsky upon the recent death of his father.

We understand that Charles Stenson is doing all right in the K. of C. Bowling League. Keep it up, Charlie, and you soon will be in first place.

Joe Bruno is enrolled in a course in Highway Soil Research at Rutgers. Good chance to dig up a little dirt, Joe.

TRENTON

Alex Cohen

It is with profound regret that we learn of the passing of Mrs. Charles Temperley on February 6, 1947. To Mr. Temperley and to the members of his family we extend sincerest expressions of heartfelt sympathy.

On Saturday, February 1st, wedding bells rang for Walter Voorhees and his bride, the former Mrs. Sally Rice Harvey. The wedding took place at Trinity Cathedral chapel. The bride and groom are spending their honeymoon in Florida.

Paul Steen and the Mrs. . . . "Pat" to her friends . . . are sojourning in the sunny state of Florida. The trip was made in a new Pontiac recently purchased by the Steens.

UPPER MONTCLAIR

Frank Spagnola

Welcome another new Engineer-Aide, Sebastian Presty, as of January 6, 1947—working in the field with Sid Neville's Rt. S3 Survey corps.

Phone conversation overheard—Matchett pricing a Packard car. What will it be, John, a 1947 model or a jalopy?

Shidlowski is so ambitious that he used a number of vacation days for full time home study, to insure high passing grades in his evening course exams at N. Y. U.

Brennan is currently out on vacation. Wherefore are thou, J. P.?

Strictly in jest, our affable C. A. Matthews takes quite a ribbing about his consumption of cough medicine during these winter months.

Frank Berberick is the foresighted farmer—he's been seen to mail as many as 4 letters in one day on re-sedding, planting and farm technique. Squire Berberick, they call him, expects to farm 800 sq. ft. this spring!

Our sincere sympathy is extended to Herb Englishman whose mother passed away at her home in Paterson. Mrs. Englishman, who was 74, succumbed following a prolonged illness.

Ray Simpson hasn't changed a bit—is still the Shrew Shopper—I mean Shod Shrewper—or no—I mean Shrew Shopper—still prices an article in 6 different stores before he buys.

Sanwald has quit smoking again. It's a hard thing to do—yet Sandy says it's easy—he's done it hundreds of times.

Impressions and Expressions: Amento, the conditioned athlete; DiGiacomo, how that boy laughs at his own jokes! Marino, a radiating friendliness; Barberis, a new Eng. Aide—a quiet lad; Waugh, Jr., 100% Irish humor—it shows in his eyes; Neville, the picture of health; Kuzler, his facial resemblance to Abe Lincoln; Coupe, should belong to the "cloth"; John Lincoln, as useful as a warm scarf on a winter day; Della Torre, a fine physical specimen.

More next time—'til then: To ease the strain upon your eyes, I'll close for now—apologize, And say, in parting, as this ends, That amities make better friends.

WOODLYNNE

Bill Hurley

For the benefit of those in the Trenton office who have inquired as to the identity of the man next to Santa Claus in the January issue of THE HIGHWAY, we wish to state that he is E. R. Hagy, and he was one of the several who came in when someone said, "Open the door, Richard."

Flash! Flash! Ben Franklin has started an extensive project at the dentist's. His diet now consists of soup.

J. Walter Kruck, Bill Reese and Joe Minnick have been temporarily transferred to Carl Teegen's office on Lewis Street.

Sam Johnson started for Florida on the 6th of December just as the temperature there dropped to 27 degrees. Sam expected several weeks of delightful southern sunshine.

Wilson Sharpe is now in the safety match business. He received a belated birthday present from his wife of 10,000 paper folders of matches. The cover reads Emily, Chris and Wilson. (Chris being his 180-lb. Newfoundland dog), and is complete with his phone number and a schedule of how to live on \$15.00 a week.

Congratulations to Frank Carfagno for his suggestion of the Ozalid machine. He received the bond but we received the machine.

PROJECTS PARAGRAPHS

E. L. MEYER

With the resignation of Tom LaBar on January 31st, the Projects Division lost one of its most popular employees.

Tom, who had been with the State Highway Department for most of the past twenty-seven years, left to join forces with the North Jersey Quarry Company of 10 Park Place, Morristown.

Starting as a rodmann back in June 1919 at sixty dollars a month, Tom worked himself up the hard way, becoming successively junior engineer, assistant civil engineer, senior civil engineer, then coming with the Project Division in 1937 as traveling inspector.

He enlisted with the rest of the Projects' men in the 349th Engineers and saw service in the Aleutians and the Far Pacific area.

On returning from military service, Tom took up his duties with the Department as a State aid project engineer and served in this capacity for about thirteen months in Somerset County.

On February 7th a testimonial dinner was given at Red Lion Inn in New Brunswick. Freeholders and other officials of Somerset County attended along with the Engineers and representatives of the Projects Division. We all wish Tom luck in his new endeavor.

The resignation of M. LeRoy Bensel of Trenton is a strikingly similar case.

Ray started with the Department in May 1919 as an engineering draftsman and after becoming a Highway Section Training Center in 1921 and spending a year or so with the Central and Metropolitan Division, he came with the Projects Division and was with us up until a year ago when a nervous condition forced him to take a leave of absence.

His resignation took effect February 1st, the day after Tom LaBar left. When we saw Ray last he had no definite plans for the future, but whatever he does we wish him improved health and good luck.

John Fransen is planning a trip to Texas for his vacation. For some months his son Pete, who is a seaman 1st Class in the Navy, has been attending classes at the Naval Aviation Training Center at Ward Island, Corpus Christi, Texas, and John and Mrs. Fransen figure it is time they visited him.

They intend to drive to Atlanta and across the southern route and the way it looks now they had better get started before the snow gets too deep.

PLANNING and ECONOMICS

NEWARK
V. C. Berberich

The boys are still searching for the gay fellow who started the rumor about their October expense checks having come in. You may find him in the Optimist Club, fellows.

John Christiano borrowed a cup and saucer, found a spoon, stole some sugar, begged for the coffee, chiseled some milk and then complained about the taste of the darned stuff. Gratitude!

Charlie Freeman is the new store-room custodian. Occasionally he has the key, but more often it is floating around in someone else's pocket. Which reminds us that Florence Bustamante also floats from desk to desk. Cheer up, Florence, we've all had some difficulty trying to acquire permanent quarters around here.

Best coffee server around is Florence Franke. One is assured that the coffee will find its way into the cup and not over your shoe tops.

It was a baby girl for the Sehulsters on January 26. Mother and daughter are doing fine. Jimmy passed the cigars, and the next week the painters started painting the office. Congratulations, Mr. and Mrs. S., on the baby, of course.

Wondering stares were cast in the direction of Tony Amabile recently. Yep! You guessed it, Tony had his cap off.

Our sincerest sympathy is extended to Gene Condoso on the recent loss of his mother.

Routine office irritations had Esther Petti's blood pressure up the other day. When she accidentally broke a finger nail your reporter scrambled. Seismographs recorded a slight earth tremor in this vicinity on that day.

Hervey Doane, Ed Strack and Al Maspoli have been quite busy recently drawing up charts for the Newark O. and D.



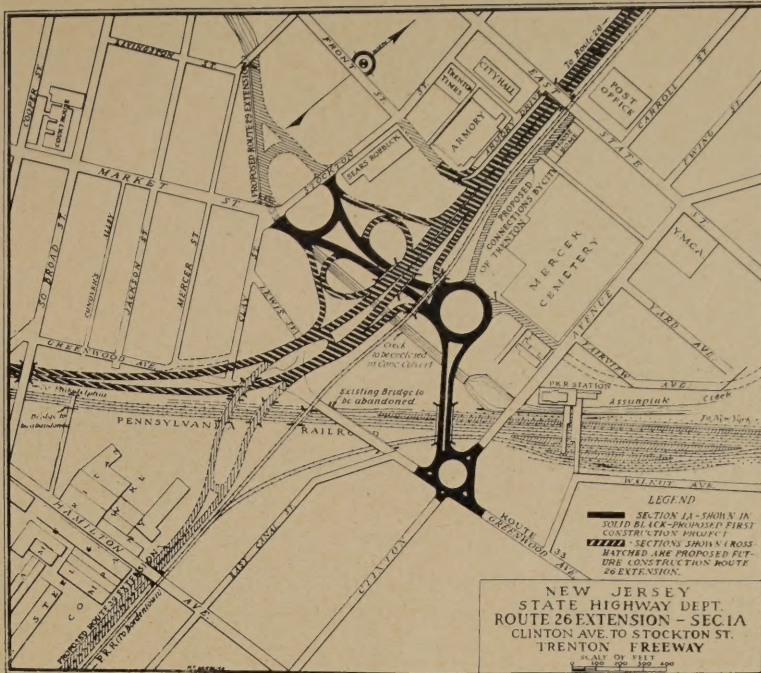
Starting at a point on the surface of the earth, a hunter traveled true North for one mile, thence true East for one mile, thence true South for one mile arriving at the point from which he started. While traversing this course, he shot a bear. What color was the bear? Where is the point from which he started?

Solution to Indian Problem

In arriving at the solution to last month's problem, it should be borne in mind that regardless of the color of the first Indian's feet he would have to say that they were white. This is true for the following reason: If his feet were red he would lie and say that they were white. If his feet were white he would tell the truth and state that fact.

Therefore, when the second Indian says of the first Indian, "He says he has white feet," he is in fact telling the truth. This establishes the second Indian as having white feet. The third Indian who tells the traveler that the second Indian has red feet is therefore not telling the truth, which means that the third Indian has red feet.

ROUTE OF TRENTON FREEWAY



A portion of the alignment of the proposed Trenton Throughway as it passes through the center of the city is shown in the above plan. The Route enters Trenton from the west at a point north of the Pennsylvania R. R. and parallels the railroad until it reaches Broad St. (Left on plan). Upon leaving the limits shown in this picture it proceeds northward along the bed of the Delaware and Raritan canal and connects with the Brunswick Ave. circle and Route 26.

REAL ESTATE REPORTS

HERMAN KRAMER

The efficiency of the Highway Department Blood Bank so ably handled by George Heffernan was recently displayed. Thomas V. MacDougall of the Title Bureau, whose wife is seriously ill at the McKinley Hospital, learned of the necessity of a blood transfusion for his wife at 11:00 a. m. on Thursday, January 30. Mac got in touch with George Heffernan and by 12 noon Velt Sams, Russ Johnson, Dick Snyder and John Houman, who had the required type for Mrs. MacDougall, were on hand to give the necessary amount of blood. John Houman in this instance was the one who actually gave the transfusion.

On February 3 it became necessary for another transfusion and Russ Johnson and Kenneth Rice responded with Russ Johnson giving the transfusion. Again on February 7 it became necessary for another transfusion and Jim Martin and Gene Beckner responded with Jim Martin giving a transfusion. Several girls of the Department also volunteered but were not called. They were Madeline Lister and Eleanor Elston.

Mrs. MacDougall sends her thanks to the Highway Blood Bank and Mac is deeply grateful for the immediate response to his appeal.

John L. Prout is another grandfather—his son, Gordon, who was a prisoner of war in Germany for seventeen months, is the proud daddy of a daughter. Congratulations to the "Proud Prout family."

Norman Lister, the Number One Trapper of the Highway Department, is displaying a beaver's claw to prove that he actually trapped one. The beaver weighed 60 lbs. and was caught in Hamilton Township. The exact location is a trapper's secret. This year is the first in the last 75 to 100 years that beaver trapping has been permissible in New Jersey. The season is for the month of February and requires a special permit.

A hearty welcome is extended to June Mains who is employed as a clerk stenographer in the Title Bureau.

Jim Kondis has enrolled at Rider College and is taking a business administration course in the evening.

Bill Kirk recently took a group

of neighborhood boys on a Cod fishing trip out of Shark River Basin. The party left Bordentown at 4:00 a. m. and enjoyed the day, but got no fish!

Our newest addition to the Bureau of Appraisals and Negotiations is Irving Roth in the capacity of Clerk. We welcome Irving.

John Aymar and Tom Stewart attended the meeting and banquet of the Camden County Real Estate Board at the Walt Whitman Hotel in Camden recently.

The Division extends its deepest sympathy to Mr. Temperley upon the passing of his wife.

Roger Sherman communed with the ground hog on February 2 and it looks as though his prediction of six more weeks of winter will be fulfilled.

February 10 marks the first anniversary of the passing of one of our former co-workers, Sylvia Lefkowitz.

Harry Beilinson's daughter, Lois, recently came out first in the Annual Amateur's Musical Contest held at Junior No. 3 High School. This is the third year in succession that Lois has been placed in the running. She now has won first, second and third positions.

Josephine O'Hara enjoyed frolicking in the snow with her niece and nephew on the Cadwalader Park Hill during the recent snow fall.

EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Donald Forini of Fernwood on the death of his mother who passed away at her home in Trenton very suddenly.

Enjoying the Florida sunshine are Mr. and Mrs. T. W. Emmons who left by motor February 1 for a month's stay to visit the many vacation spots of that State.

Also anxious to get away from the cold wave and snow that he must have known was coming was Walter Crane of the Newark Garage, who traveled by plane to Florida for a month's sojourn.

The stork paid a welcome visit

to the home of Mr. and Mrs. Jack Boulden on Sunday, January 19, leaving an 8 1/2-lb. baby girl. Jack's smile was second only to that of his dad, Fred, who was more than pleased at becoming a grandfather for the first time. To celebrate the occasion, Jack promptly purchased a new home in Trenton and hopes to obtain possession very shortly.

Many of the Fernwood ex-servicemen are wearing broad smiles as the results of the examinations held for mechanic were announced. They did very well.

Congratulations to Mr. and Mrs. Paul Sine who celebrated their thirty-second wedding anniversary on January 23. In these days of many marriages, it is gratifying to reflect on a happy and enduring union such as that enjoyed by Mr. and Mrs. Sine. They are the parents of fourteen children and have six grandchildren, all but one living in Trenton close to home. Paul has been on the very sick list lately and while still confined to his home, we are pleased to report to his many friends in the Highway Department that recovery, though slow, is being made.

The name of Joe Carrigg has been added to the group of 25-year employees at Fernwood. Joe entered the service of the Highway Department on January 6, 1922, and has been one of the mainstays of the Purchase and Stores Department group ever since.

John Isherwood, the guard who so willingly directs everyone entering Fernwood while he is on duty, has been confined to the Mercer Hospital lately as the result of a serious operation. He is now well on the road to recovery.

Also recuperating at his home following an operation for varicose veins is George Callan, Machinist at Fernwood. George has suffered from this ailment for many years and we hope the operation will overcome all his troubles.

PHOTOS WANTED

THE HIGHWAY is anxious to get photos of general interest dealing with construction or personnel. If you have any, why not send them in for publication?

Maintenance Notes

GENE BECKNER

Pete Lutz, Maintenance foreman operating out of the Newark Headquarters, was painfully but not seriously injured in a fall sustained on the job during the snow storm of February 7. Pete was unable to continue working for several days and in his absence our old reliable, Foreman Joe Henry, took over Pete's duties.

Bill Kuhn, son of Tony Kuhn of the Trenton Office, was married recently to Miss Elmir Grosser, of Trenton. The bridal couple honeymooned in Florida, and since their return are reading at 16 Winder Avenue, Trenton.

We are sorry to report that Gerry Cahill, of the Division's Inspection forces, has been sidelined by illness and on recommendation of his attending physician will be away from the job for several months. It goes without saying that Gerry's presence is sorely missed around the Trenton office and we sincerely hope he will be back with us soon.

Supervisor Bill Hunt is vacationing in Florida. The lucky fellow left just in time to escape our first real snow storm of the season, but from reports we have received from Florida, although he may have escaped the snow, he hasn't completely escaped the cold weather. Other Florida vacationers include Foreman Earl Buckalew, Barney Higgins, Fred Longo and Howard Oddy.

Louis Vuotto, of Foreman Tony Capella's maintenance crew, has been confined to his home with illness for several weeks. He has our best wishes for an early recovery.

Another of our veteran employees who has been on the sick list for some time is John Zerwick, of Hightstown, who works for Foreman Fred Yannut. John has been in the employ of this Division since April 1, 1923.

Jimmy Walter, in company with Charlie Walker and Frank Matzer of the Administration Division, journeyed to Philadelphia recently to witness basketball contests between the Philadelphia Warriors and the Boston Celtics, of the Association of America, and also the Philadelphia SPHAS and the Washington Redskins, of the American League. Chuck Connors, tall pivotman with the Boston Club, is a personal friend of Jimmy's from baseball contacts. The boys were glowing in their reports on that fellow Fuls, of the Warriors, who is currently leading his league in scoring. The evening wasn't entirely a success for the gasoline line in Jimmy's car froze up and they spent the best part of the night in Philadelphia.

Assistant Superintendent of Maintenance Fred Woodruff has gone back to classroom lecturing. (Remember when he conducted a class in surveying at the Trenton School of Industrial Arts.) This time he delivered lectures on the subject "Elementary Maintenance Problems" as a part of the course being offered at Rutgers University to Department Engineering Aides and Junior Engineering Aides under the direction of Julius J. Newmark. The lectures took place at New Brunswick on February 6 and 13.

Congratulations to Mr. and Mrs. Winston Cozad, of Little Falls, on the birth of their son. Winston is employed in the maintenance crew under Foreman George Beattie.

Peter De Vito, of Foreman Burger's forces, has been confined to his home ill for several weeks. Others in the northern part of the State who have been off sick are: Charles Doremus, truck driver with Foreman Frank Kelly; Charles Fisher of this same crew; Edward Cole, of Newfoundland, who works for Ed Koch; Will Babcock, of Sussex; and Harry Conner, of Hamburg.

Old man illness has struck in South Jersey, too. On the sick list down that way are Madden Doughty, of Absecon, who works for Fuls; Bonner; and Charles Jones, of Woodbury, who is with Assistant Foreman Harry Moore.

IMPROVED SIGNS WILL STRESS VISIBILITY AND SIMPLICITY

City Limit Markers—Sign Bridges and Larger Lettering To Aid Motorists

It is widely recognized that New Jersey highways are well marked with regulatory, warning and directional signs and route markers. To keep abreast of our continual expansion, and to maintain this high standard of marking, considerable study toward improvement is being given to the signing problem.

The speed of modern highway traffic demands that the signs be so designed and located that they readily attract the attention of the motorist, permit legibility of message at considerable distance and give ample information in a minimum of reading time. If a driver can obtain the necessary information to direct him properly without slowing down and without confusion, safer operation is thereby assured, and the movement of traffic is expedited. This is the goal we hope to attain in our present sign research.

The new signs now being erected generally have larger letters than heretofore, and in most cases will carry not more than two lines of message. The style of lettering is an approved Federal government standard designed for easy reading. The lettering will vary from 6" to 15" in height, depending upon the requirements at specific locations. As in the past, the practice of illuminating and reflectorizing the signs is being continued and studies are being made by the Electrical and Maintenance Divisions to increase the efficiency of these types. A few of the larger signs are being installed on steel sign bridges spanning the roadways.

The esthetic angle has not been ignored. Considerable thought has been given to the problem of making the signs attractive as well as efficient.

Also under consideration is the adoption of a distinctive design for "city limits" markers. At least one attractive design is being studied.

A new style state route marker has been approved, and a new Federal route marker is contemplated. These markers are larger than those now in use and the customary US shield for Federal markers would be continued, but modified by the omission of the state name. This is an approved policy of the Federal government.

Other traffic aids include the installation of delineators, especially on Route 25 in the vicinity of Newark. Several designs are being tested. Soon to appear on certain sections of road will be traffic lines utilizing glass bead paint.

The motorist may be further served in the near future by the renumbering of our highways. The new system of numbering would

consider the general trend of traffic flow by providing a route number on a given road consistent with the heaviest volume of traffic movement.

Multiplicity of markers on a route would be avoided by signing but one route number to a road whenever this was feasible and the complete avoidance of duplicating state and federal route designations. Federal routes would carry only Federal numbers, and identical numbers would be omitted from the state numbering. This is common practice in most states. The state route numbering would discontinue the use of letters and not more than two numerals would be used in a state route number.

RALPH L. FISHER
Engineer of Design

Suggestion Box

Since Commissioner Spencer Miller, Jr., approved a plan for efficiency rating credits for sound employee suggestions put into effect, a stepped up interest in the plan has been evident. In November and December a total of 12 men sent in 17 suggestions, while in January 12 men sent in 16 suggestions. The January contribution of suggestions was equalled only once in the four years the plan has been operating.

Through December, 1946, a total of 319 suggestions have been received. The yearly totals are 74 received in 1943, 83 in 1944, 59 in 1945 and 103 in 1946.

The following point score listing is a plan whereby suggesters compete for a yearly high and such cash awards as may be available. The point value for a suggestion increases as its value becomes established. Scoring for 1947 ends with October 31.

Name	Div.	Total Pts.
E. M. Gillette	S. & P.	6
F. Carfagno	S. & P.	3
L. S. Buzby	S. & P.	2
J. Christiano	Pl. & Econ.	2
J. Carly	Maint.	2
E. Faller	Elec.	2

The following have earned 1 point each: J. A. Best, Thomas Desio, N. A. Smith, F. A. Moetz, J. B. Walter, A. H. Sweet, Randolph LaBarre, Frank Stirore, Edward B. Miller, Frank Walsh, J. W. Parker, J. T. Schulster, Samuel Johnson, Robert Mountford, K. T. Collins, F. J. Spagnola, Robert G. Ordish, H. A. Butterfoss and Wilbur H. Spencer.

Administration Division

ARTHUR EGAN

We all join in expressing our sincere sympathy to Clyde Co whose father passed away quite suddenly at his home in Newton.

Marvin Howell enjoyed a vacation in the Florida sun at Miami.

Frank Ricketti has transferred to the Department of Taxation and Finance, where he will be an Examiner in the Corporation Tax Division.

Leonard Leighton and Otto Wolf are motoring to Arizona where they expect to spend some time. Both the boys are hopeful that the warm dry climate will put them in first class physical condition.

John Egan has suddenly switched his attention from New York to Atlantic City. Wonder if he is training for the Atlantic States Highway Convention.

BRIDGE BRIEFS

GEO. HEFFERMAN

Engineers often possess extra aptitudes not used in their work and it is interesting to record the variety growing out of this extra energy, a few follow: Dave Lawshe, wizard of cards and ribbons; Stac Kanyuh, pianist; Paul Gorenas, Zither enthusiast; Bob Simon, the Squeeze Box; A. J. Lichtenberg, magic; Wilbur Spencer, mandolin; Sven Hedin, lightning gardener; Loren Shortz, winter golfer; Mike Furry, home repairer extraordinary; Jack Evans, division gag writer; Chester Smith, the Weismuller of room No. 316; Marcel Ludasy, food connoisseur; Harry Lefferson, amateur theatricals; Dot Jakubisin, music lover; P. H. Burch, sailor; Fred Hunter, remodeling the old homestead.

Cigars are in the offing, boys, for it is reported that L. C. Petersen is anticipating the arrival of his second grandchild.

Sven Hedin and Loren Shortz were appointed to the Entertainment Committee of the Bridge Division Club.

John H. Patrick and A. J. Lichtenberg were elected to important committees of the Highway Credit Union.

Did you know that coincidental with Jack Koffler's assignment to the chilly Passaic River Route S-3 Bridge, a cold wave arrived and Jack (who shivers at 38 degrees) dashed out and bought an Eskimo suit consisting of an aviator's sub-satrosphere outfit furlined from head to toe and the next day we enjoyed the beginning of a three weeks' period of balmy spring weather.

CHATTER: Dot Jakubisin now officially a member of our Division . . . Smiling Sam Rankin and Jim Whitehead welcome visitors to the office . . . Curtis Weller still engineering the Route No. 44 project at Westville . . . Harry Bergen back on the job after a sick spell. . . Major Gabriel supervising boring of the earth's surface along Route No. 25 in Newark . . . Boatbuilding is now Bill Umberger's first love . . . A little while back someone found Pete at the Motorboat show in New York reminiscing of happier days sailing in yankee waters . . . Congratulations to Marcel and Mrs. Ludasy for being sustaining members of this season's opera concerts . . . Morris Goodkind lecturing at the Newark College of Engineering . . . Ralph Titsworth displaying a very becoming coat of tan and plenty of vigor after a relaxing stay at Orlando, Florida . . . Dominick Somma bidding farewell to the office force as he leaves to accept a more lucrative position with the Walter Kidde Company.

Congratulations to John Patrick who became a grandfather for the third time on Saturday, February 15th.

Bridge Detailer: "Since I met you I can't eat, I can't sleep, I can't drink."
She (shyly): "Why not?"
B. D.: "I'm broke."

MACHINE SHOP CLINGS TO LEAD IN HIGHWAY BOWLING LEAGUE

Equipment Bowlers Close in on Leaders — Tuozzolo Takes Over No. 1 Spot

Despite the fact that they have dropped 10 of their last 15 games, the faltering Machine Shop klegers are still clinging desperately to a scant two-game lead in a league race that is rapidly developing into a dog fight.

Hot on the necks of the leaders is the fast traveling Equipment five who have chalked up 11 wins in the past five weeks to live up to early forecasts. This long expected rush has pushed the Fernwood Guards back into a tie for third place with the Electrical Division. Both, however, are within striking distance of the leaders.

White Line and Fernwood G. L's who have staged a private race all season are once more in a tie for fifth and sixth place. Maintenance, after losing several close games, still holds down the seventh spot and should not be counted out of a play-off berth for some time yet.

The only change in the last three teams during the past month occurred when Maintenance Painters copied one game from Electrical, while Inspection was losing three to the Guards. This lifted the Painters out of a last place tie and resulted in inspection being the undisputed occupants of the cellar.

Pete Tuozzolo moved into first place among the high average bowlers by compiling games of 222 and 204 to push his season's average up to 176. Others in the first ten are: Chris Kucker, 174; Mark Stevens, 173; P. Clugston, 172; T. Brennan, 169; G. Collins, 167; J. Radice, 167; E. McCabe, 165; E. Dunn, 165; and E. Pinteralli, 165.

The best games rolled during the past month include: A. Walz, 208; E. Pinteralli, 210-209-201; H. Butterfoss, 201; A. Washburn, 221; J. Mizaur, 204; T. Brennan, 211-201; A. Schleter, 234-208, P. Clugston, 227; A. Crea, 214-212; C. Kucker, 201, P. Tuozzolo, 222-204; G. Collins, 220; G. Sacco, 205-204; J. Washburn, 201.

League Standings

	Won	Lost	Av.
Machine Shop	38	22	765
Equipment	36	24	836
Fernwood Guards	35	25	739
Electrical	35	25	765
White Line	32	28	719
Fernwood G.L.s	32	28	733
Maintenance	30	30	758
Fernwood Office	23	37	721
Maint. Painters	20	40	667
Inspection	19	41	673

stenotype machine and is well pleased with the results being attained. She has enrolled in an evening class at Rider College.

'Bye now.

GIANT SHOVELS ON ROUTE S-3



Like a mechanical dinosaur, this huge turnapull picks up its load of 15 cubic yards of fill for deposit along the alignment of Route 100. The tractor in the foreground is rendering assistance at this point but will be disconnected as soon as the turnapull has scooped up the required load. Modern equipment of the types shown is making it possible to maintain schedule on this Freeway project.



The largest shovels ever used in New Jersey will be employed in the excavation of Route S-3 in Rutherford, Bergen County. These powerful excavators will be driven by electricity in order to obtain the heaviest constant pull in the removal of sub-surface rock where the new route will be depressed beneath the street level in Rutherford. The contractor is George M. Brewster & Son.